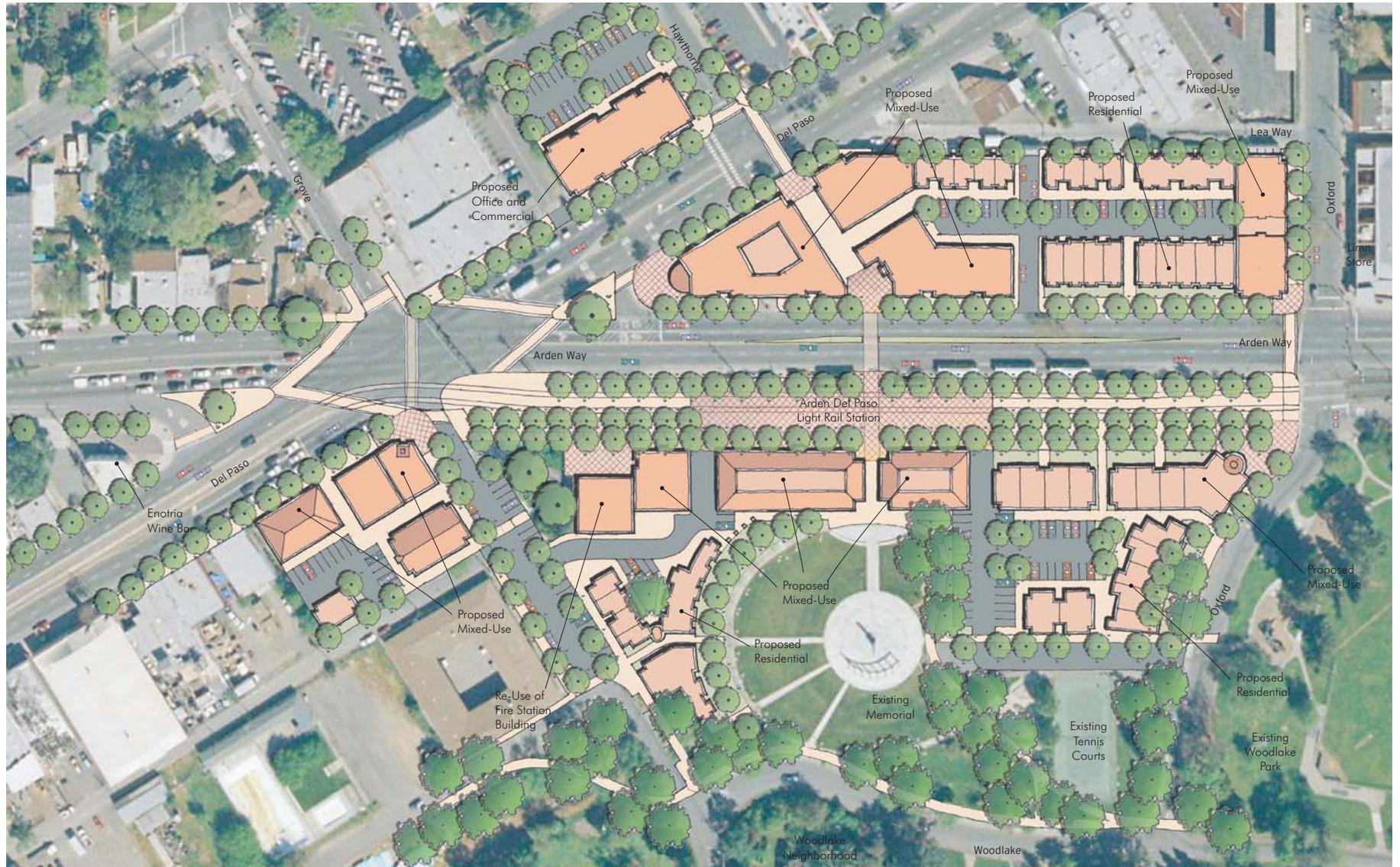


FIGURE 4.12 ARDEN/DEL PASO ILLUSTRATIVE



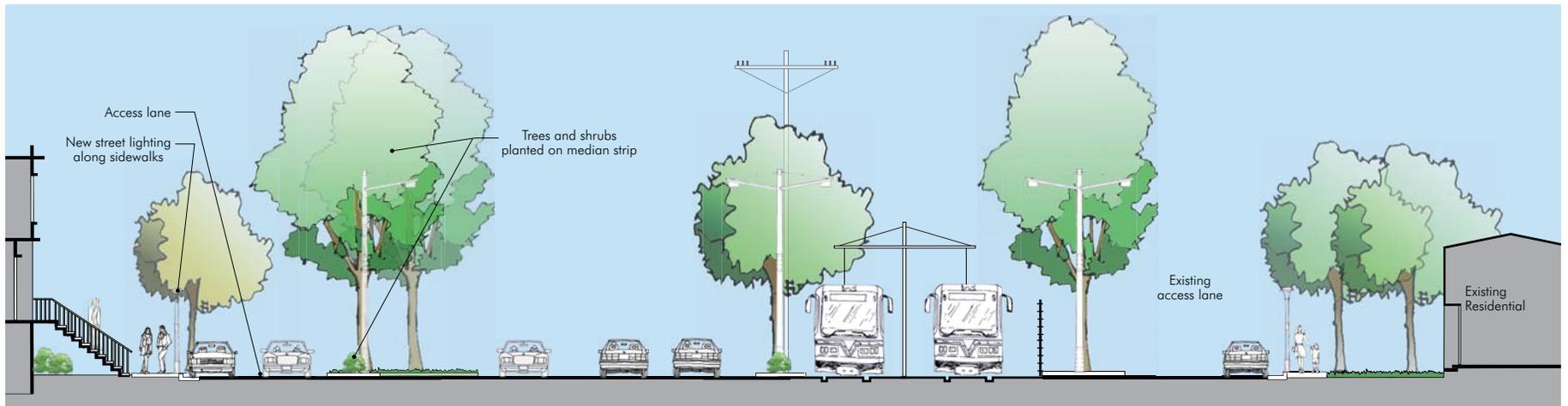


Circulation

The overall flow of traffic circulation is maintained with Arden Way serving as the primary arterial street, complemented by Del Paso Boulevard and Grove Avenue. However, Arden Way's auto-oriented character is dramatically transformed by creating a pedestrian and bike-friendly multi-way boulevard along its length between Oxford Street and Royal Oaks Drive. The existing right-of-way is reconfigured to create a local access lane along the northern edge of Arden Way that is separated from the fast-moving through lanes by a tree-lined median. Either side of the dedicated light rail lanes also has landscaped medians, which helps to shade and calm the fast-moving traffic.

Multi-way boulevard with pedestrian & bike-friendly access lane

FIGURE 4.13 ARDEN WAY LOOKING EAST



The unique shared roadway characteristic of most of the streets in the Woodlake Neighborhood is maintained. Certain sections of existing streets with proposed new developments, such as Canterbury Road between Arden Way and Woodlake Drive, and Lea Way between Oxford Street and Del Paso Boulevard, are reconfigured to encourage more pedestrian-friendly shared roadway use characteristics.

The bus system maintains its existing network of routes and level of service. However, as part of the City and Regional Transit’s vision, the bus transfer facility is moved to Swanston Station, thereby providing greater space for creating a vibrant transit plaza. The overall bicycle circulation is improved with the addition of class III bike facilities along Southgate Road and Dixianne Avenue.

FIGURE 4.14 SOUTHGATE ROAD



Existing Southgate Road

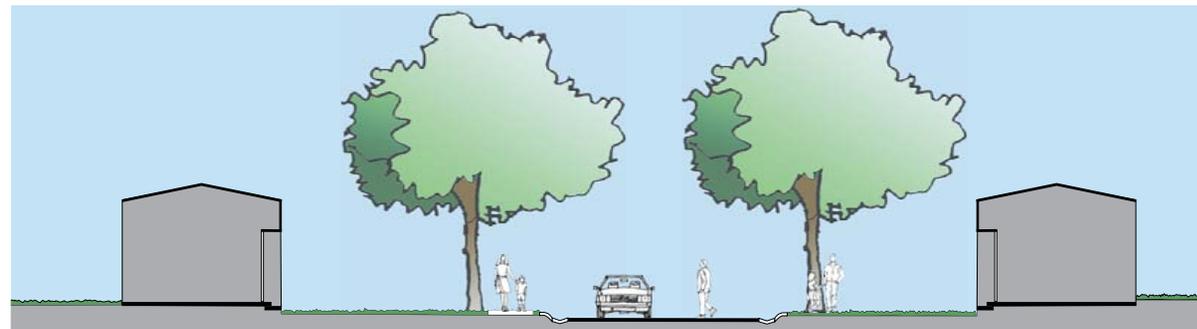
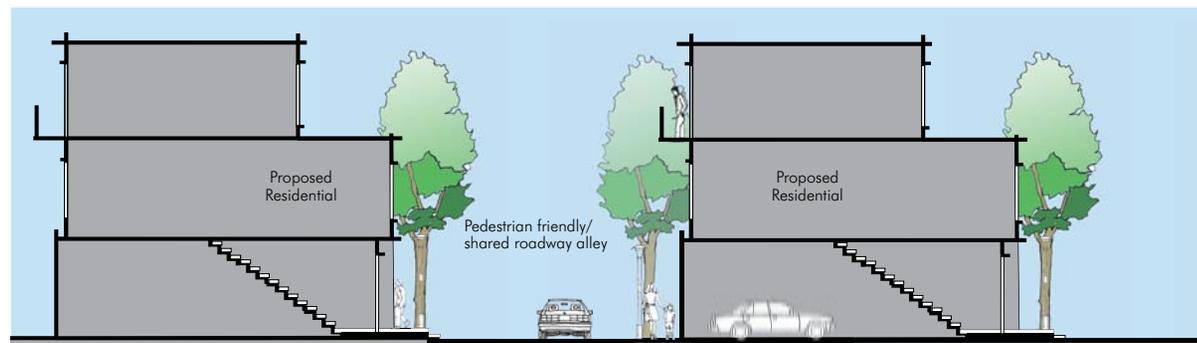


FIGURE 4.15 LEA WAY



Example of shared roadway alley for residential uses



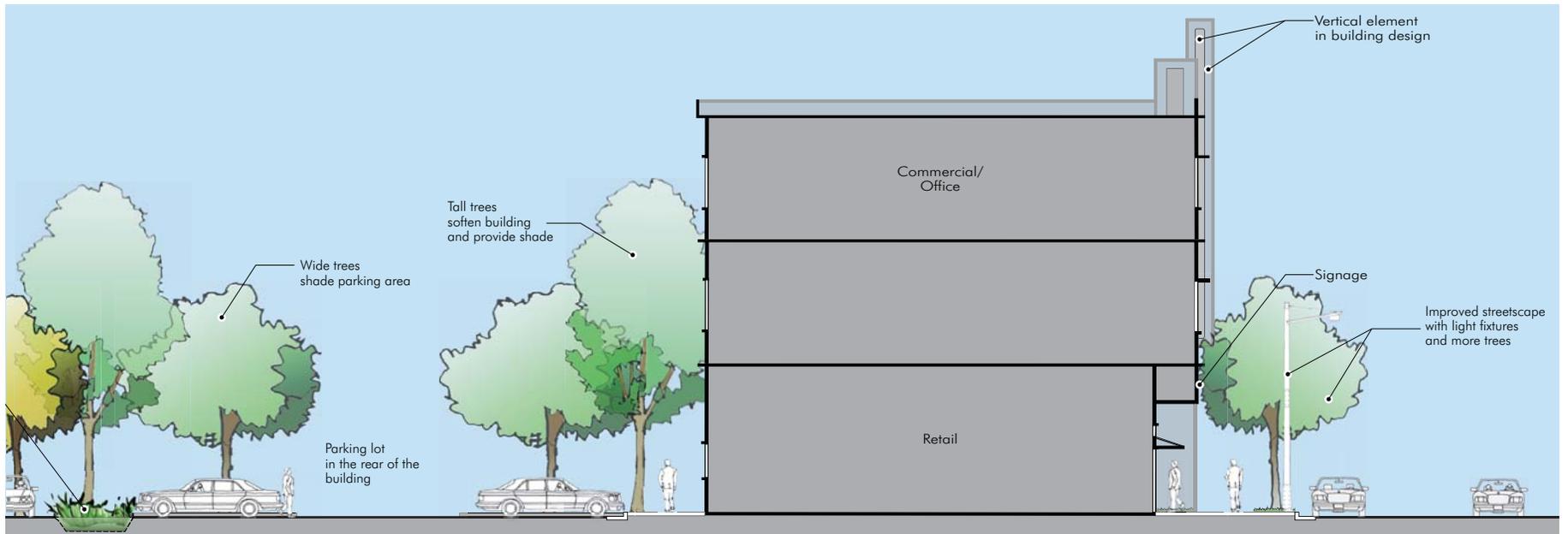
PRIVATE REALM

A wide mix of residential uses, including townhomes and condominiums, retail, and commercial buildings, including shops, offices, restaurants, and cafes are proposed to create a transit-friendly character. Compared to other stations, Arden/Del Paso Station provides the least amount of development opportunities in the short term. However, long-term scenarios of redeveloping underutilized buildings along Arden Way should maximize opportunities for creating active pedestrian-friendly edges on the ground level, as well as creating unique facades that

provide the station with a distinct sense of place and identity. Proposed long-term developments along the edges of the Police and Sherriff Memorial plaza would need the approval of the Department of Parks and Recreation and the Sacramento City Council. Displaced park land could be provided in other appropriate locations.

Commercial and mixed-use buildings with ground-floor commercial/retail are proposed along Arden Way in front of the transit station to physically and psychologically

FIGURE 4.16 ARDEN/DEL PASO CATALYTIC SITE



connect to the main street character of Del Paso Boulevard. The multi-way boulevard also creates opportunities for residential uses along the northern edge of Arden Way. While the overall scale and character of the buildings along Arden Way should be at least three- to four-floors-high to better define the pedestrian realm, residential buildings should step down to meet the one- to two-story character of the Woodlake and Dixieanne Neighborhoods.

Parking, especially for commercial and mixed-use buildings along Del Paso Boulevard and Arden Way, should be tucked away in the rear or back of buildings to create a strong and engaging edge along the right-of-way. Conversely, new residential buildings, including those along the multi-way boulevard and local streets, like Canterbury Road, should step back to create front yards and gardens, thereby enhancing the residential character of existing neighborhoods.



Desirable three- to four-story TOD residential buildings

ROYAL OAKS STATION

VISION

The well-established Woodlake Neighborhood defines the southwest part of the Royal Oaks Station area. In contrast, empty and underutilized buildings, auto-oriented uses, warehouses, and storage sheds characterize the remaining area. Thus, the revitalization of this area presents the largest long-term opportunity of creating a holistic, transit-oriented development in North Sacramento.

Pedestrian improvements within the public realm and new transit-sensitive development in the private realm can help alter the experience of entering North Sacramento from the eastern end into a walkable and bikable mixed-use residential neighborhood. The vast amounts of underutilized buildings and open space in the southeast corner of the station area and infill development along Arden Way will help create a transit-oriented village that complements the Woodlake Neighborhood on the west and the Dixianne Neighborhood on its north.

FIGURE 4.17 ROYAL OAKS TRANSIT STATION LOOKING NORTHWEST

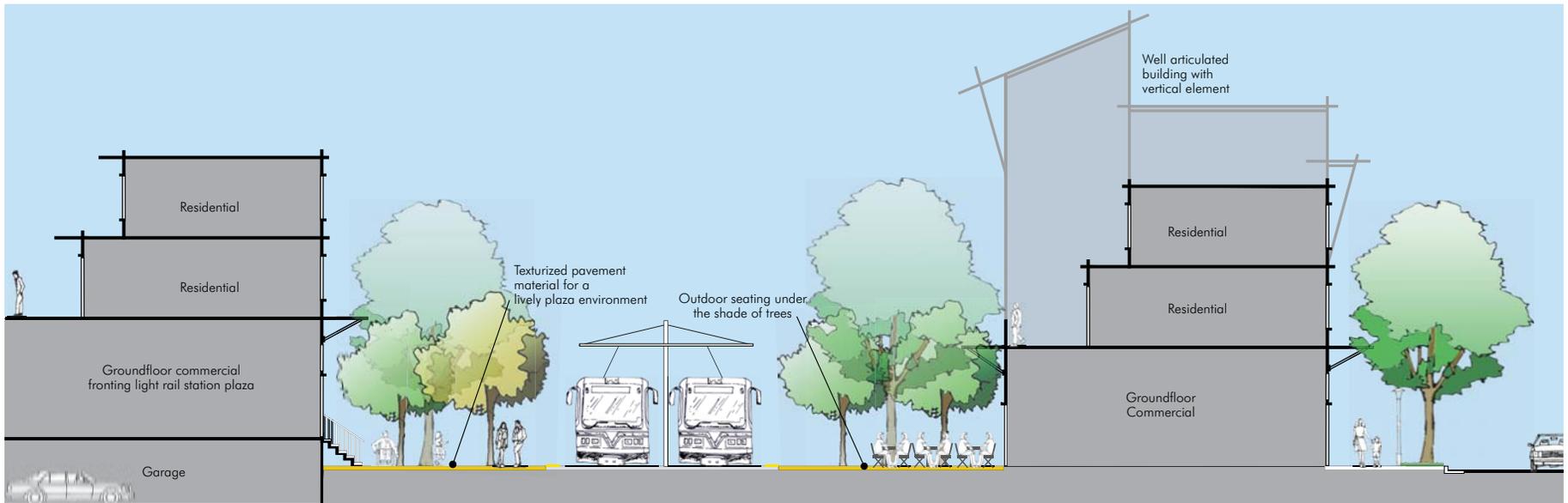
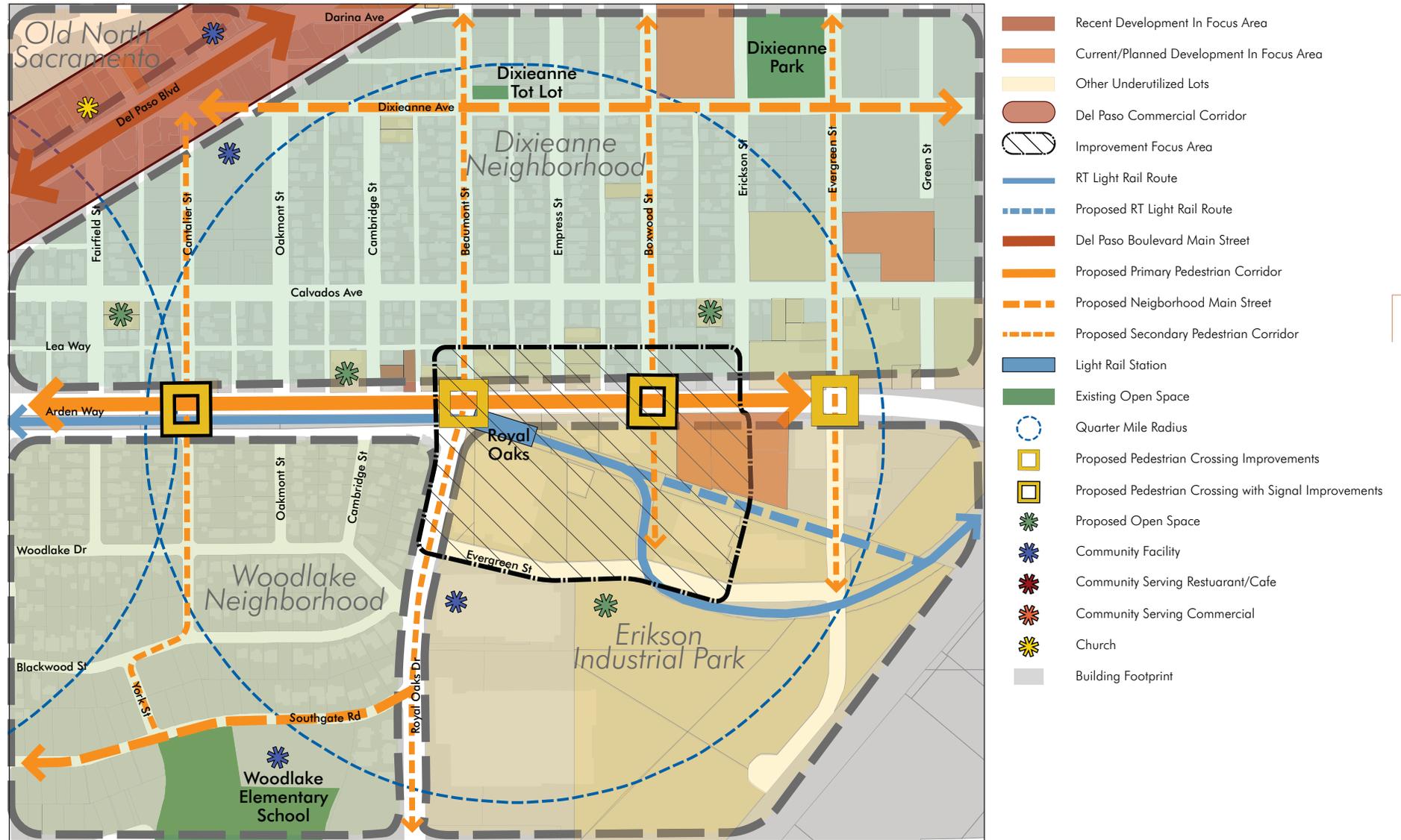


FIGURE 4.18 ROYAL OAKS DEVELOPMENT FRAMEWORK





Tree-lined arterial with central median

PUBLIC REALM

The proposed framework of public realm improvements connect destinations like Woodlake School to the Dixieanne Neighborhood, and Dixieanne Park to the Woodlake Neighborhood, helping to create a safe and enriching experience for all people, especially children.

The entryway into the Royal Oaks Station area, as one drives westwards from the Arden Way overpass, features a distinctive tree-lined boulevard with landscaped medians that provides an attractive contrast to the harsh paved character of the area around the Business 80 interchange.

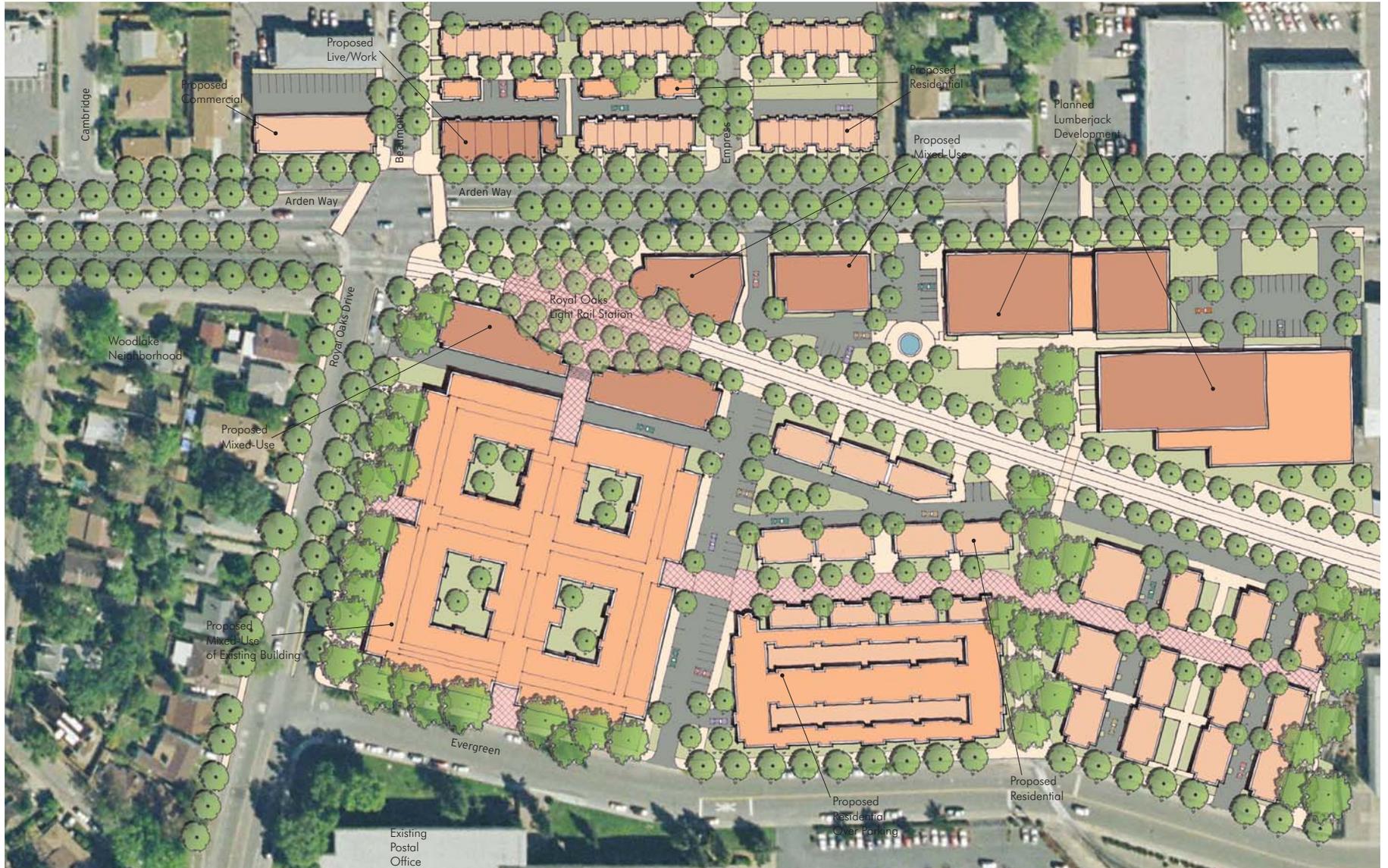
The open space around the station is celebrated as an active transit plaza, thereby becoming a focal point of the area that brings together people from the existing Dixieanne and Woodlake Neighborhoods and the potential new transit village south of the station. The transit village is articulated with built edges and identity-providing elements that include trees, lighting and special paving.

The existing roadway configuration along most north-south streets in the Dixieanne Neighborhood is maintained. However, new trees are added to help provide shade and improve the overall aesthetic experience. Similarly, the neighborhood's long blocks are broken up by

FIGURE 4.19 ARDEN WAY EAST OF ROYAL OAKS



FIGURE 4.20 ROYAL OAKS ILLUSTRATIVE



landscaped mid-block crossings that humanize the pedestrian experience and calm traffic along local and collector streets. A new signalized pedestrian light at the Cantalier Street intersection and a new traffic light at Boxwood Street enhance pedestrian connectivity along Arden Way.

Circulation

The four blocks to the west of Royal Oaks Drive are a multi-way boulevard with medians, while the four blocks to the east are characterized by a tree-lined median with shade-providing trees. These medians help to calm the high-volume and fast-moving traffic along Arden Way. In addition, every other block of Arden Way has a pedestrian crossing, which ensures that the north-south connections between Dixianne and Woodlake Neighborhood are maintained.



FIGURE 4.21 ROYAL OAKS DRIVE

